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HIGH REYNOLDS NUMBER CYLINDER FLOW STUDIES

PREPARED FOR:

OFFICE OF NAVAL RESEARCH UNDER CONTRACT SFRC NUMBER NØØØ14-81-K-0479

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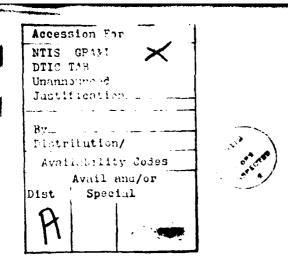
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DEPARTMENT OF PHYSICS
ALABAMA A. & M. UNIVERSITY
NORMAL, AL 35762

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REPORT DOCU	MENTATION PAGE	READ INSTRUCTIONS BEFORE COMPLETING FORM
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Cylinder Flow Wind Tunnel Data	Boundary Layer Flow Roughness Effects	Turbulence Cylinder Drag
	-	· · · · · · · · · · · · · · · · · · ·

conducted in the NASA-Ames 12-foot pressurized wind tunnel. Experiments were conducted on smooth and rough cylinders at Reynolds numbers that ranged from 10^5 to 7×10^6 . Roughnesses were obtained by using four sizes of wire mesh to cover the smooth cylinder. Sample results are included, but the complete data set is the subject of a forthcoming report.

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FINAL REPORT

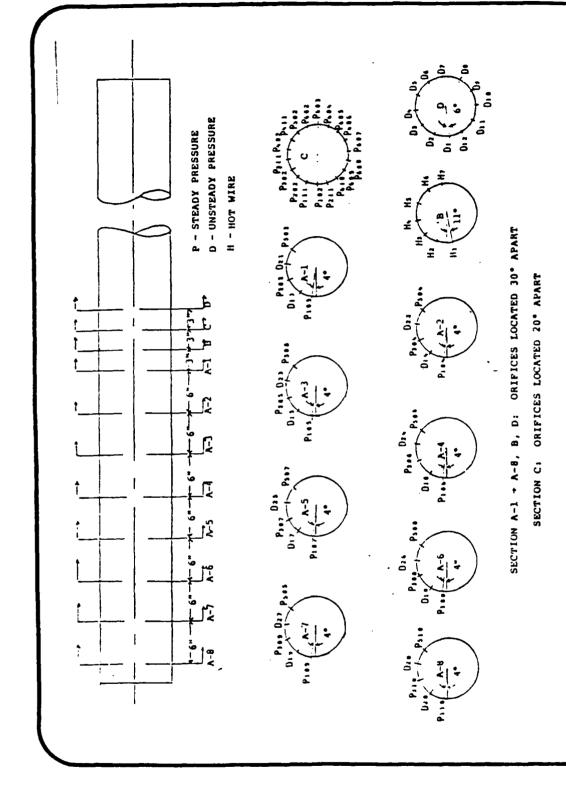
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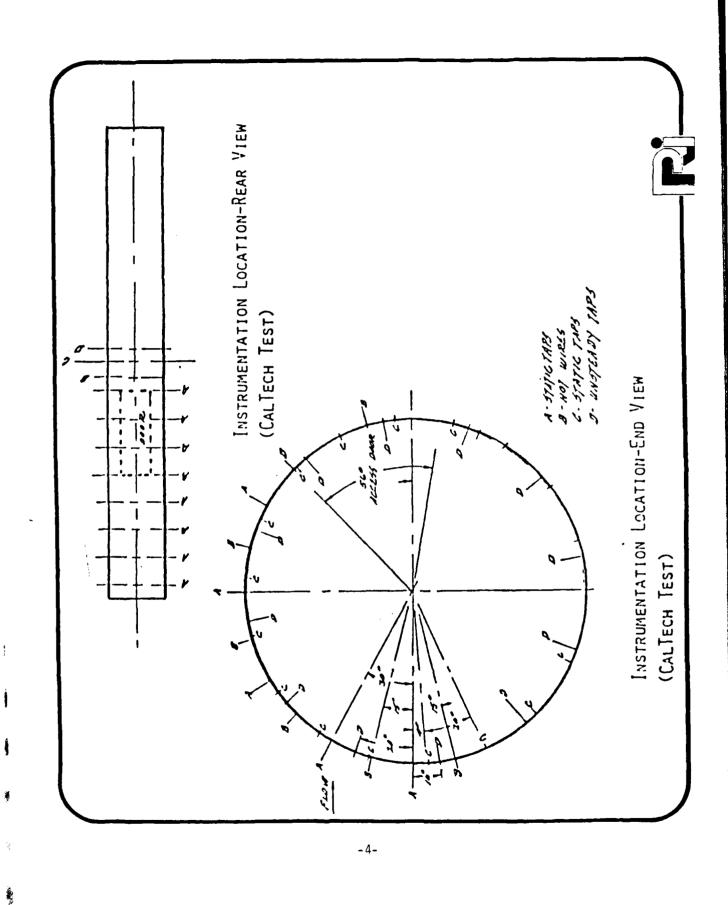
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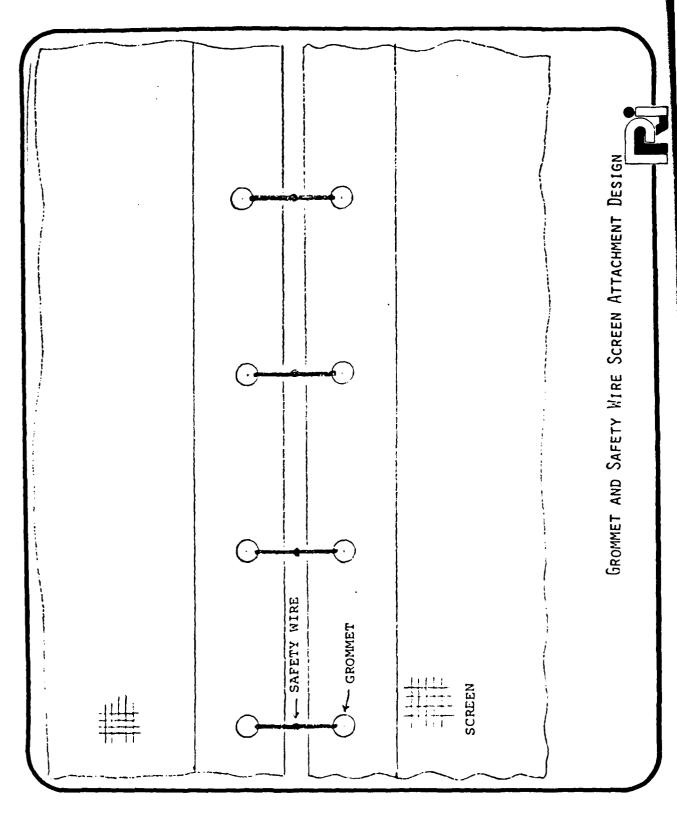
- TEST SETUP
- RUN MATRIX
- · MEAN PRESSURE DATA
- INTEGRATED RESULTS
- BOUNDARY LAYER SURVEYS
- DYNAMIC DATA
- TRANSITION EXPERIMENTS
- · CONCLUDING REMARKS

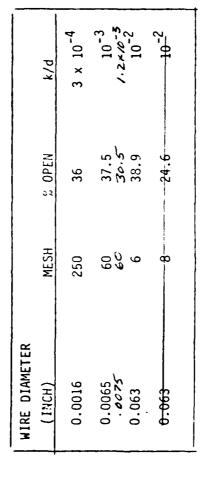


Model Instrumentation at O Degrees Roll Angle

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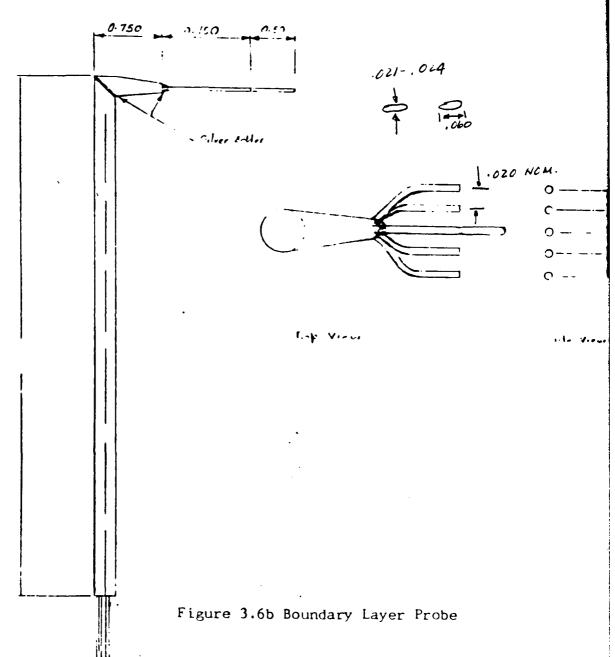
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Table 1. Simulated Roughnesses

Figure 3.6a Schematic of Boundary Layer Probe in Cylinder -7-



NATIONAL AERONAUTICS AND SPACE ADMINISTRATION AMES RESEARCH CENTER

Aeronautica Division Experimental Investigations Branch

Model: FAR CYLINDER

Test No. 226-/2

TABLE II - Key to Configurations

Config.	Component Notation
1	SMOSTH CYLINDER
11	SMOOTH CYLINDER + PROBE
4	CYLINDLE T NO. 6 MESH SCREEN
41	CYLINDER + NO.S MESH SCREEN + PROBE
3	CYLINDER + NO. 60 MESH SCREEN!
31	CYLINDER - NO. 60 MESH SCREEN + PROBE.
2	CYLINDER + NO. 250 MESH SCREEN
21	CYLINDER + NO. 250 MESH SCREEN + PROBE.

FIGURE 6.1 TWELVE-FOOT PRESSURE TUNNEL TEST SCHEDULE

アアー 524 524 524 524 524 524 524 524 524 524 524 524 524 524 524 524 524 TTF PROBE DATE 524 524 524 524 524 521 521 521 521 02 SEP 82419:33 CONT. PAGE RUN SCHFINLF (AVFDAGE VALJES FOR A RUN) 70.8 71.0 70.3 70.2 67.0 12.6 72.4 71.9 71.6 71.4 6663 4.99 6.41 73.6 73.5 73.4 73.2 73.0 72.8 12.2 71.7 2.5 66.7 66.5 867.5 PIN 2094.6 2093.9 2095.3 2095.4 2094.6 841.9 828.9 735.7 767.2 2095.3 2094.1 2094.8 2095.8 2095.8 2096.0 2096.3 2096.5 2096.7 2095.8 2095.6 2095.1 2094.B 2092.3 2092-2 2095.2 2095-1 AERONAUTICS AND SPACE ADMINISTRATION EXPERIMENTAL INVESTIGATIONS BRANCH 11.4 200 12.3 6.5 £. 5.3 4.8 4.6 4.3 3.2 4:0 4.5 1.4 5.3 5.4 9.9 VARY 2099.9 2100.7 797.5 819.4 2101.0 2100.6 2100.6 2100.6 2100.6 AMES RESEARCH CENTER 2100.6 2100.6 2100.6 2100.6 6.6602 6.6602 2099.9 AFPERANAMICS DIVISION 841.2 778.7 2100-6 2095.9 6.6602 2100.6 4 2100.5 2099-9 2100-6 0.259 0.389 0.452 0.389 805.0 090.0 Da146 Da407 0.146 0.270 0.415 0.477 0.390 0.056 0.3RI 0.368 0.053 0.358 0.047 0.318 0.358 0.054 0.369 0.055 0.378 0.388 0.060 0.410 0.416 0.063 0.430 0.519 0.146 0.381 0.060 0.411 194.0 790.0 ALPEA MACHU RN/FT 0.514 0.057 0.391 D-SUMMARYO 0.057.4 ı 0.146 0.054 0.052 0.061 0.145 190.0 0.076 0.061 0.076 0.063 0.057 0.057 TAPLF IV VARY YAPY VARY VARV VARY VARY VARY VARY VARV VARY NATICNAL CONF MODEL: FAR CYLINDER 45:5 SEQ 100 50 50 50 10 10 K K: N K 50 50 50 50 50 50 **50 00 00** Ú, TA-12 アンドア SFO TST-226 PH-1 47 69 54 52 53 55 9 58 66 9 62 65 99 69 2 7 7 -12-

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NATICNAL AERCHAUTICS AND SPACE ACMINISTRATION
AMES RESEARCH CENTER
AERCDYNAMICS DIVISION
EXPERIMENTAL INVESTIGATIONS BRANCH

TABLE IV - RUN SCHEDULE (AVERAGE VALUES FOR A RUN) MUNEL: FAR CYLINDER

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126	~	•	22 11	20.	1 0.248	2.580	4047.6		3877.6		0.018	527	2
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135		ν.	*	VARY	861.	2.936	4699.5	_	4573.2	76.3	****	528	~ •
136		ĸ	4	VARY	197	2.443	3920.3	_	3816.1	75.0	****	528	~
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142	-	2	4	VARY	196	004-0	628.6	16.5	612.0		****	109	-
4	7	ĸ	*	VARY	191	0.455	782.9		762.0	~	****	601	-
144	-	ĸ	*	VARY	198	965.0	943.2	25.2	917.7	72.7	****	601	
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152	-	5	•	VARY	060	2.048	10326.6	26.1	10300-5	- [****	601	-
153	-	. 10	*	VARY		• 386	10326.1	71.5	10254.5	S	****	601	—
154	-	2	•	VARY	.120	.054	10330.0	103.1	10226.5	8.99	****	601	-
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151	-		•	VARY	200	462	328	281.3	10044.3	80.6	***	601	-
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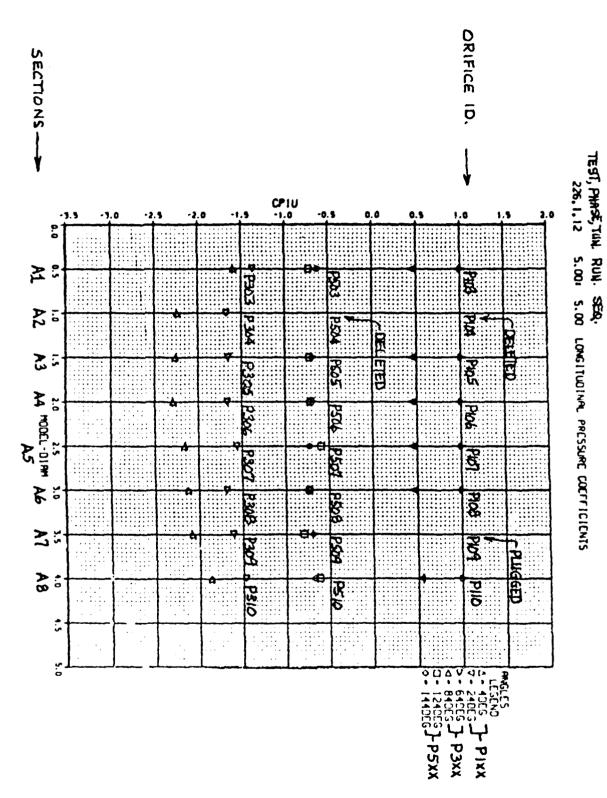
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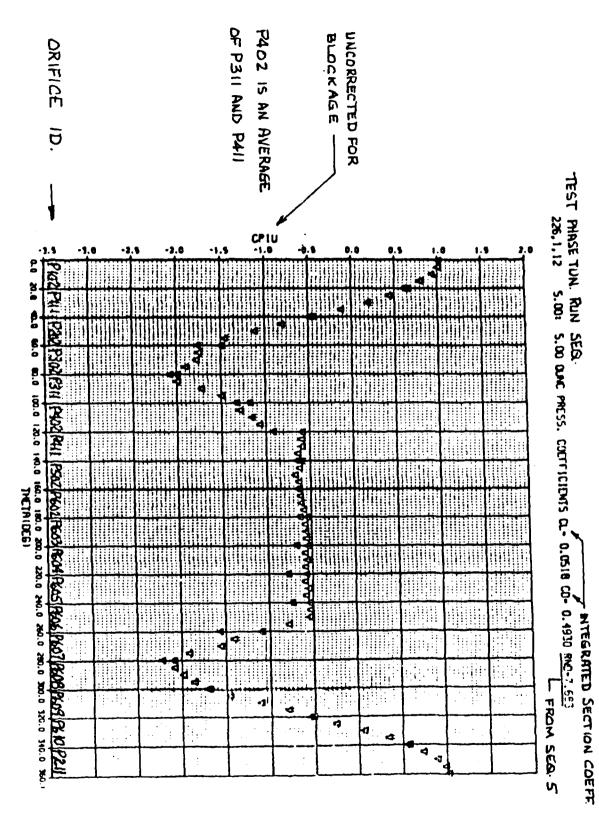
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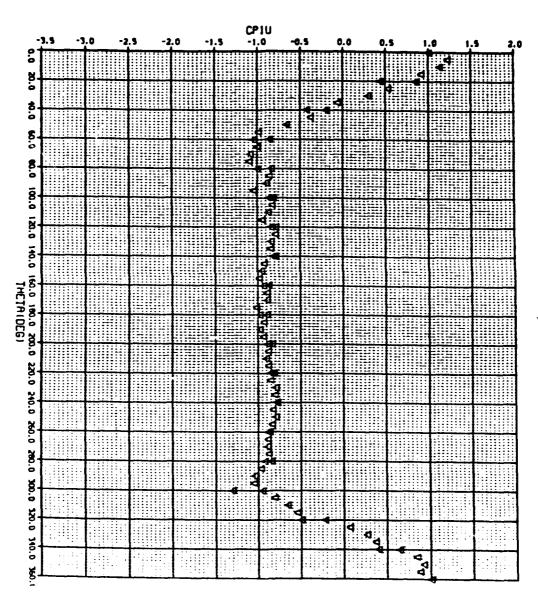
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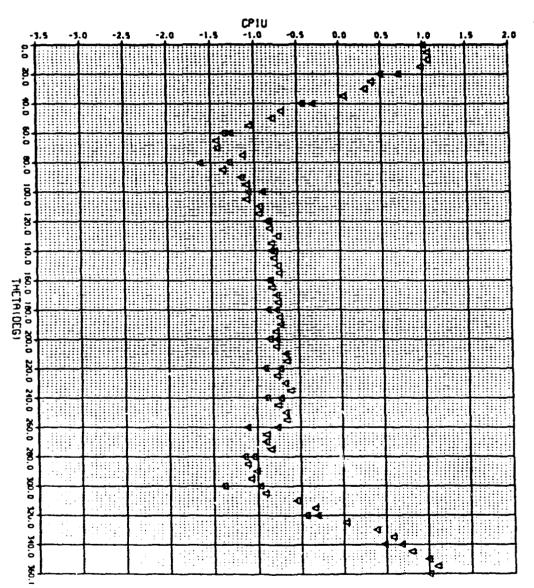
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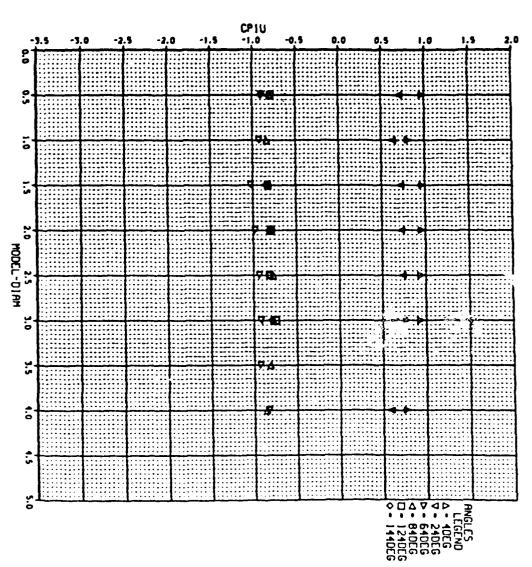


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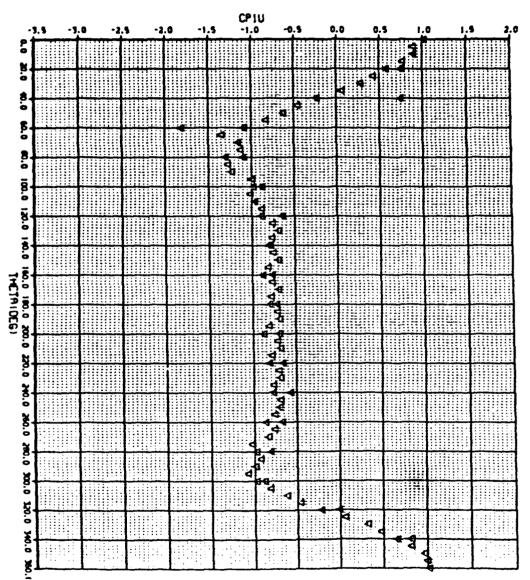
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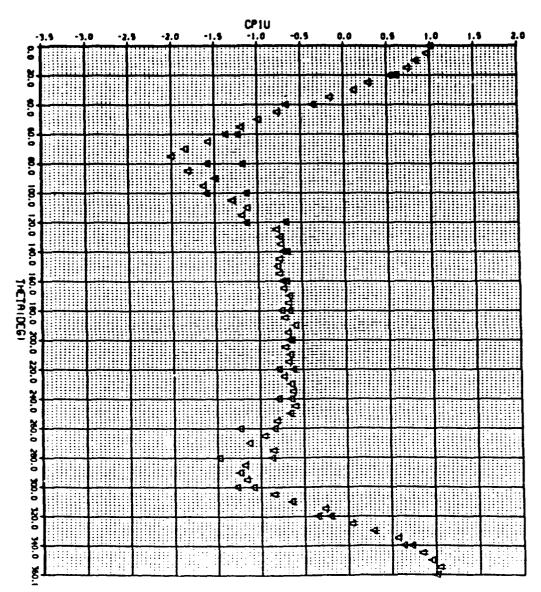




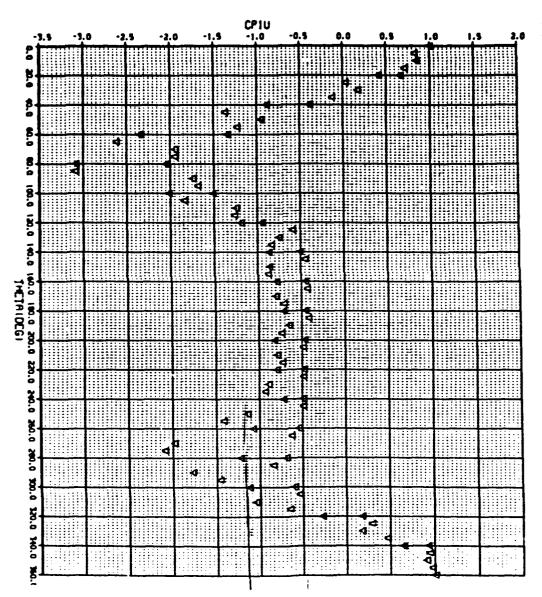
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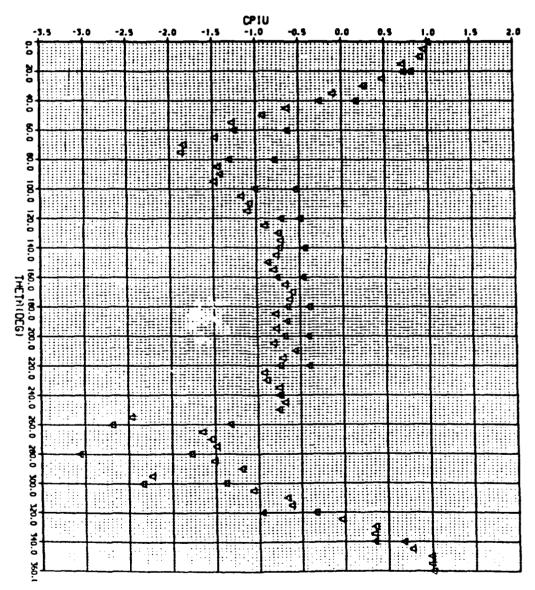


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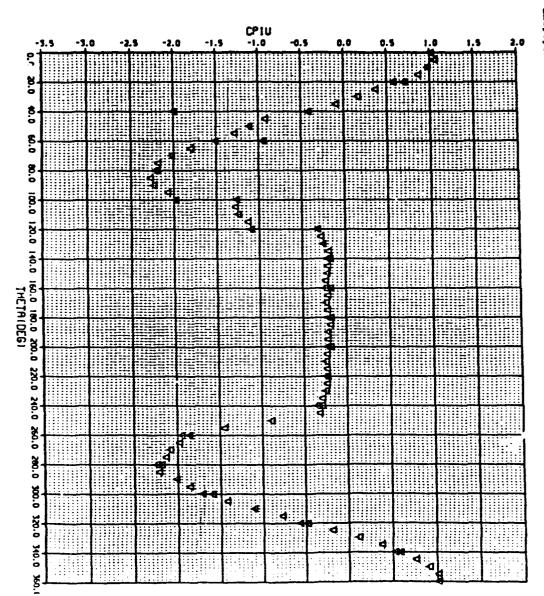
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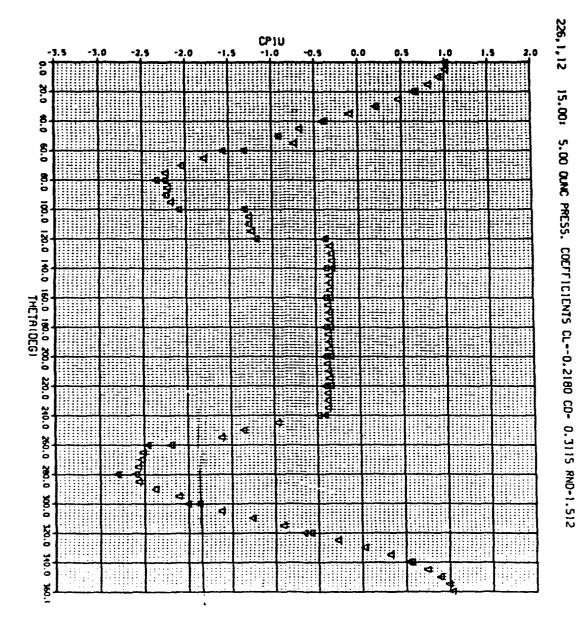


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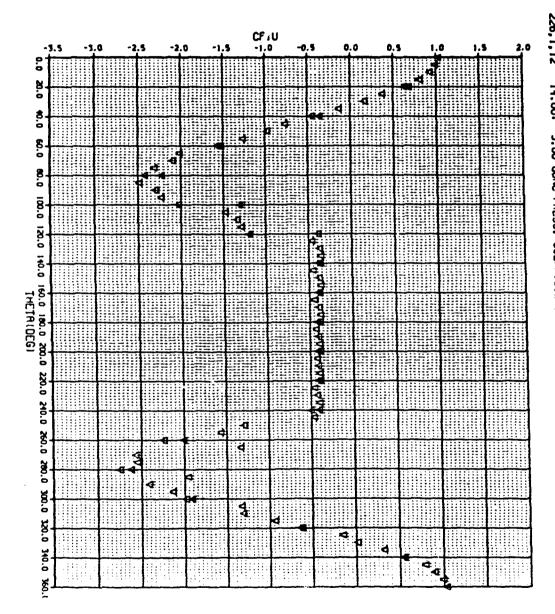
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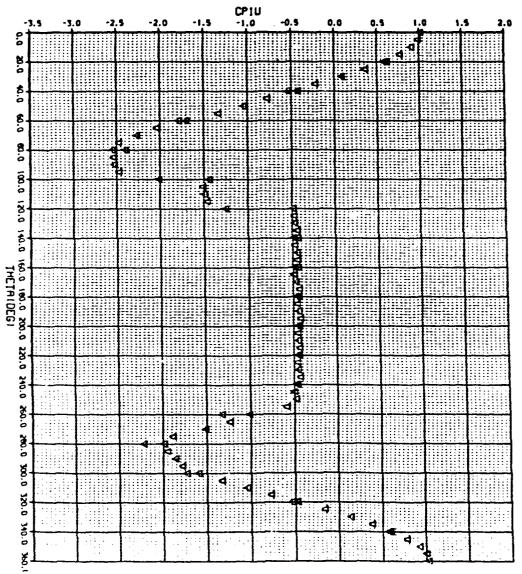
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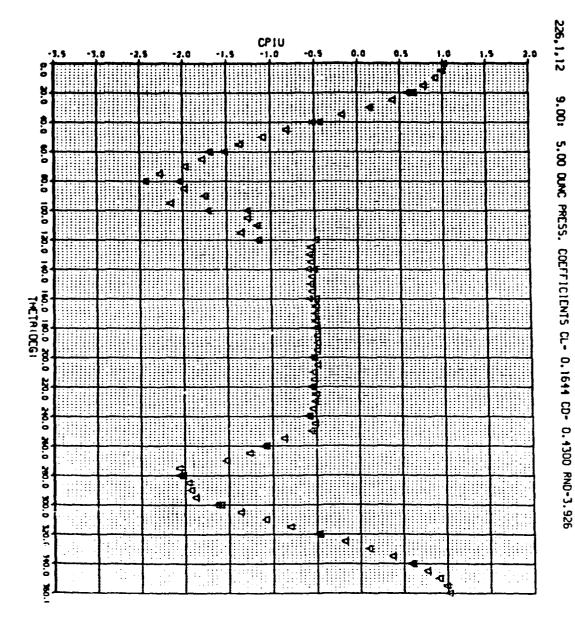
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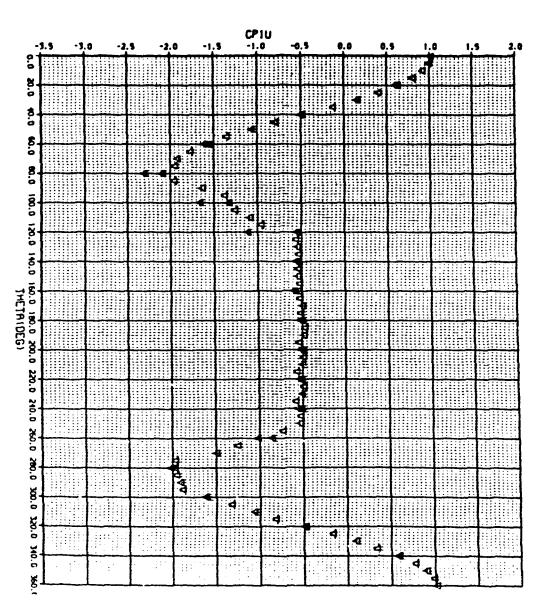
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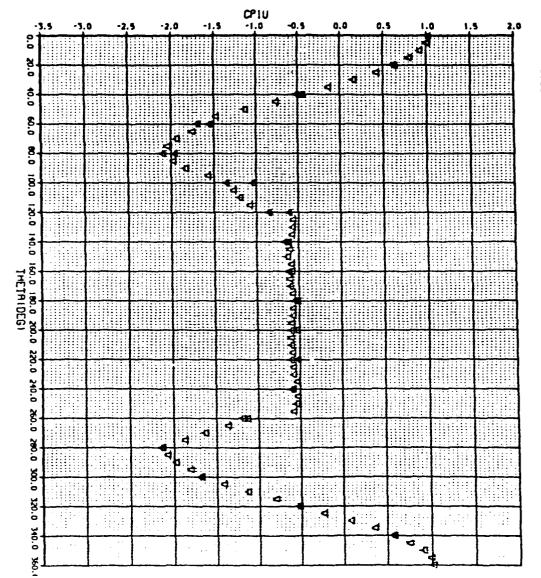


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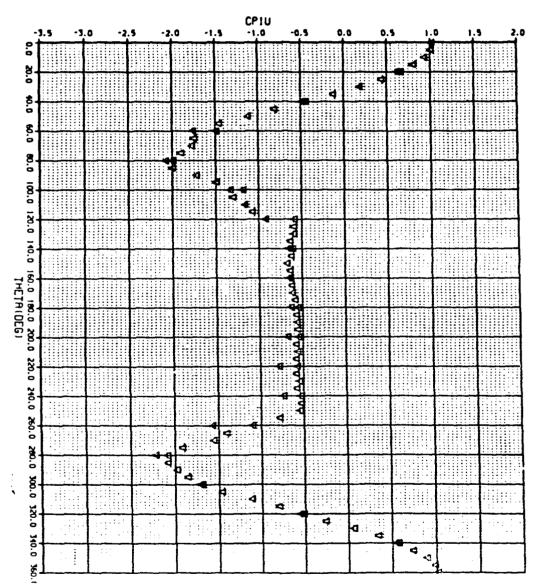
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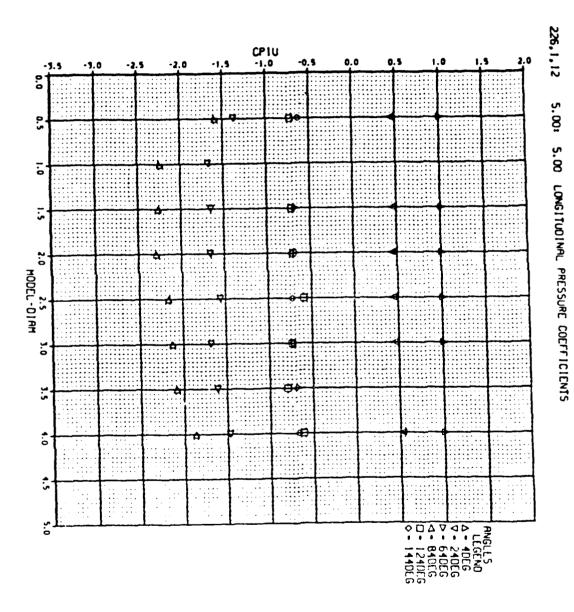
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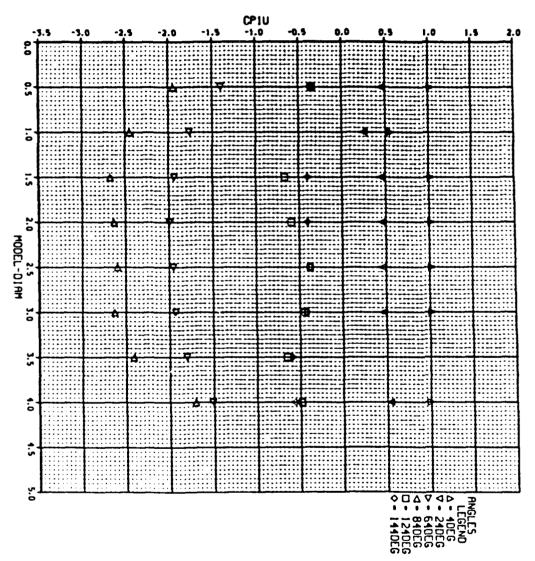
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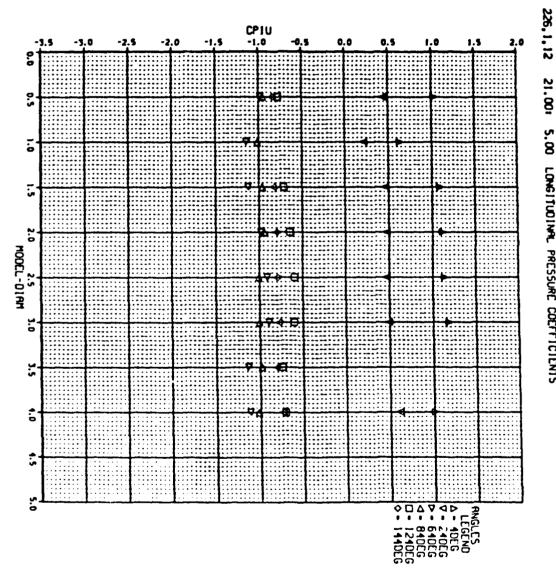




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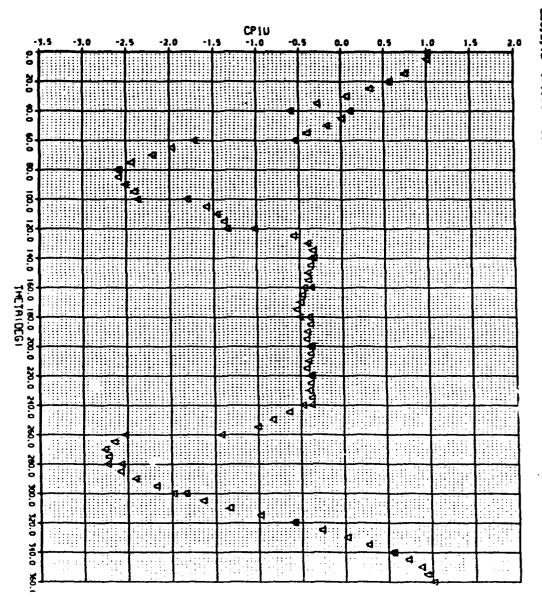


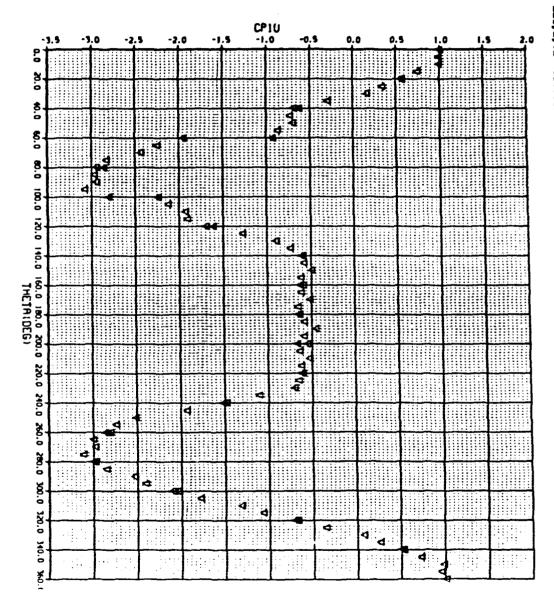
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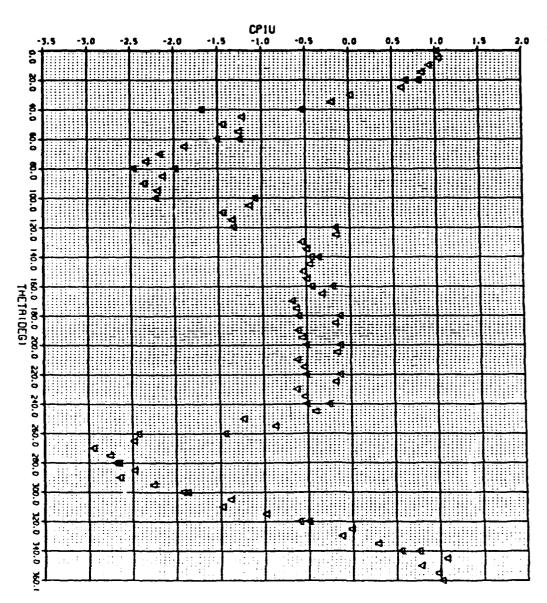


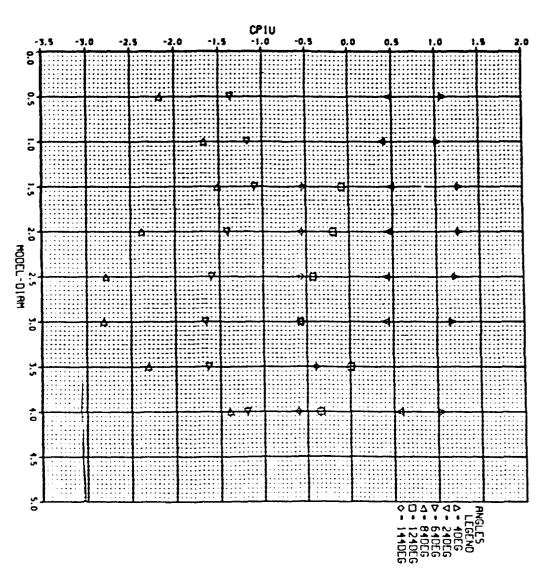
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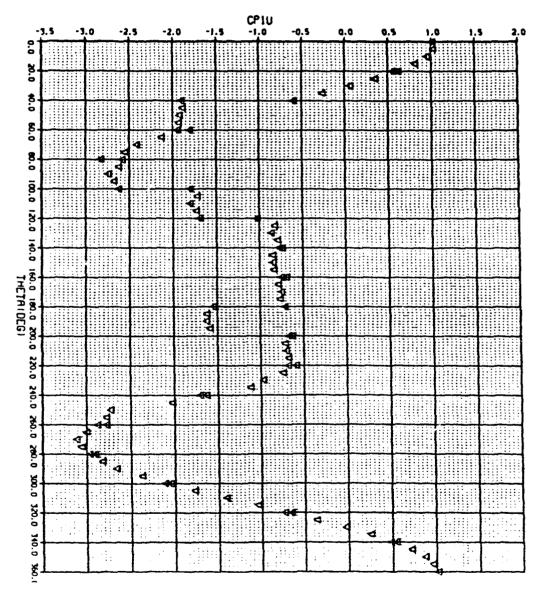




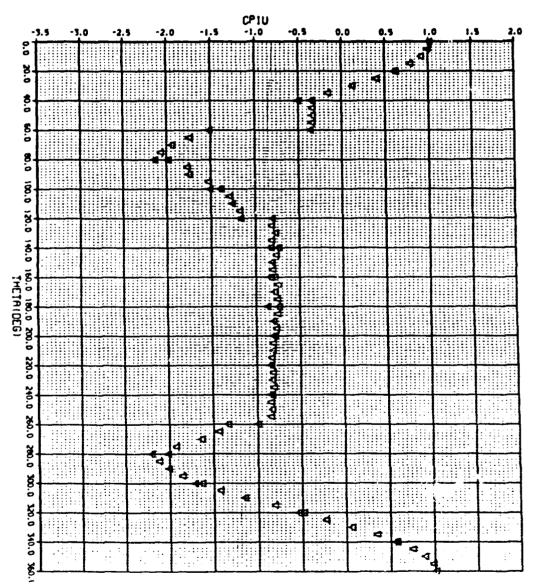


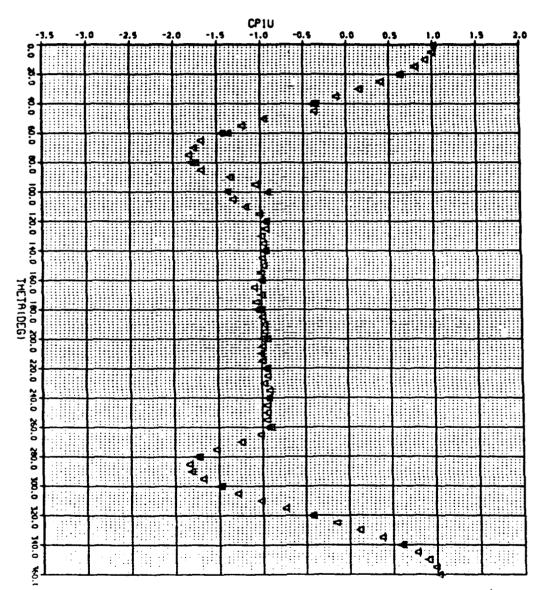
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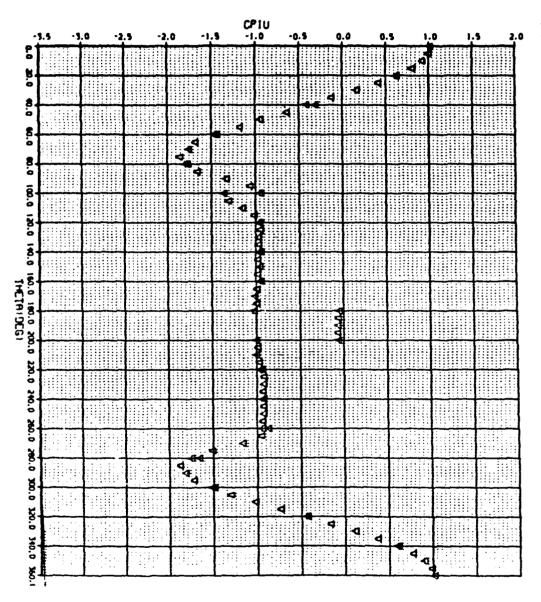


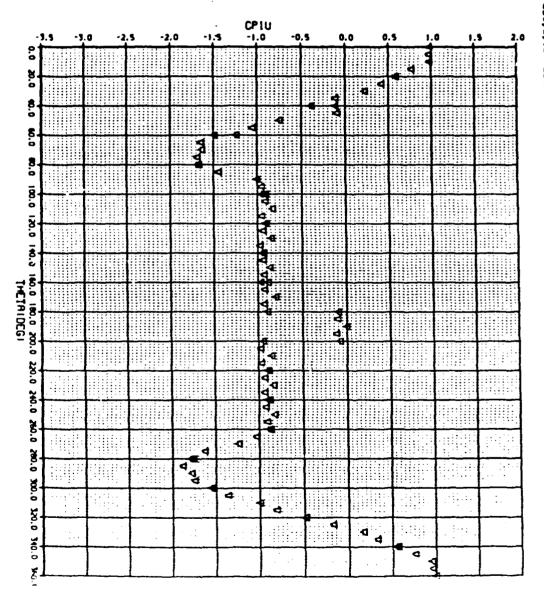
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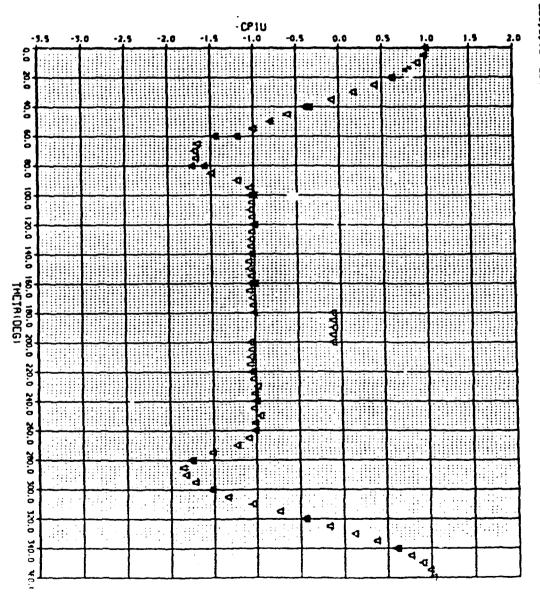


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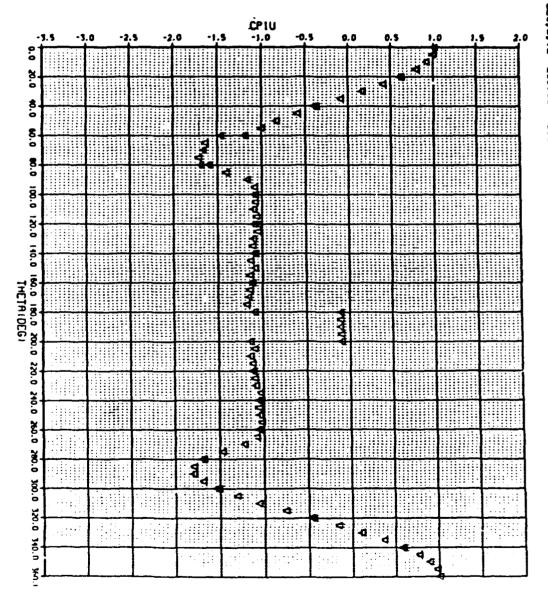




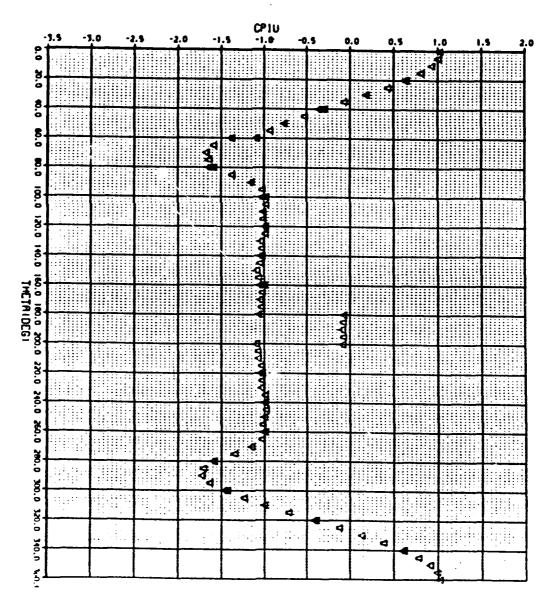
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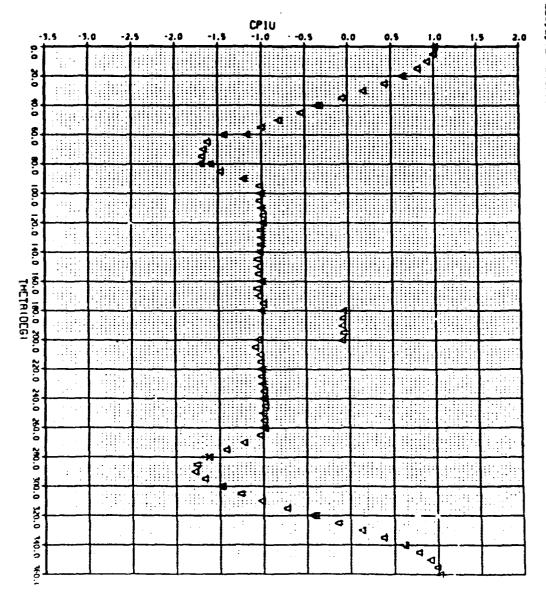


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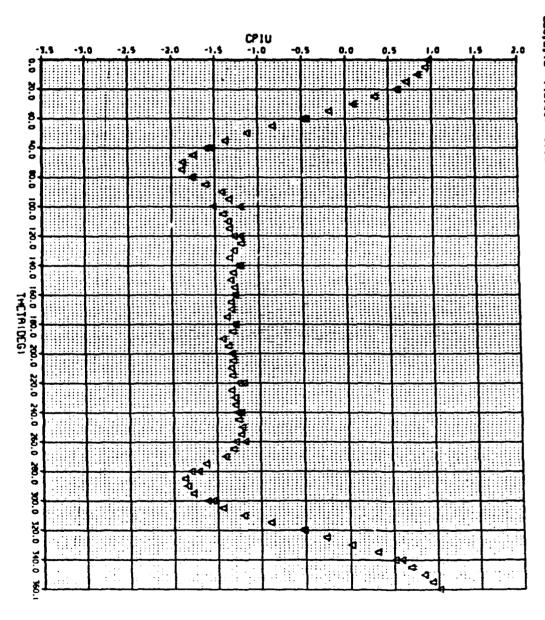


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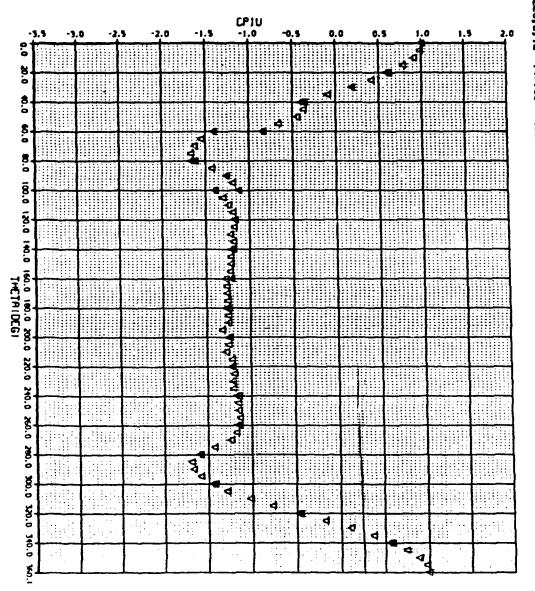
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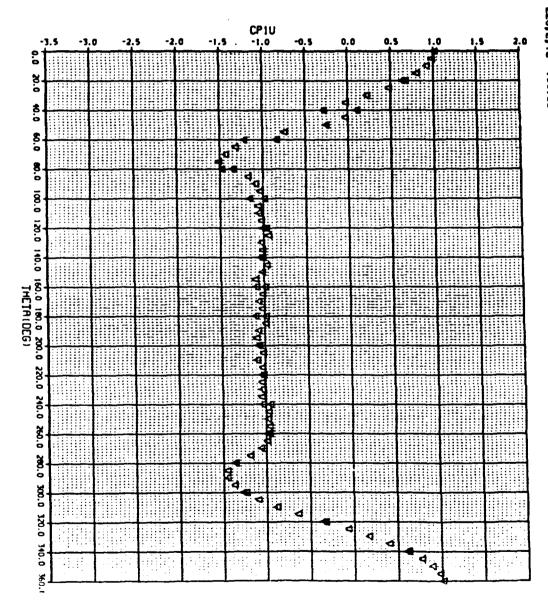


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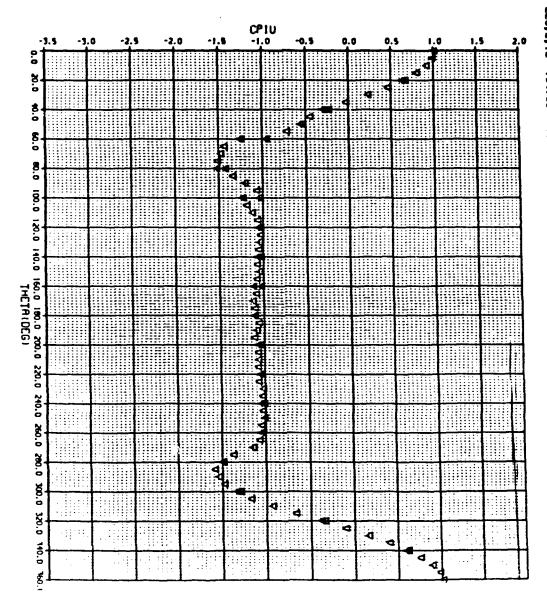


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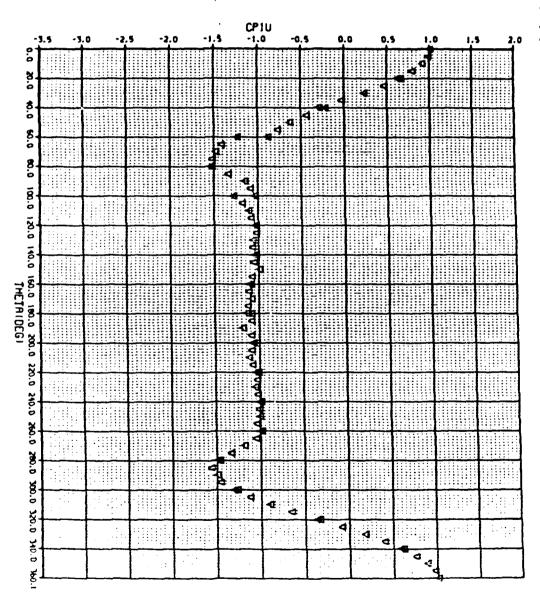


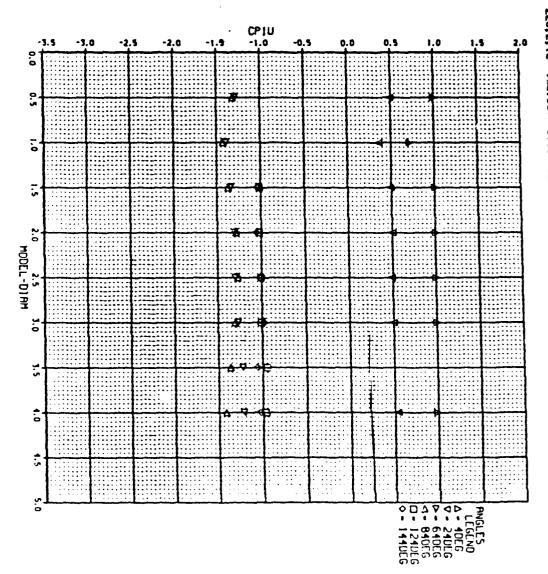


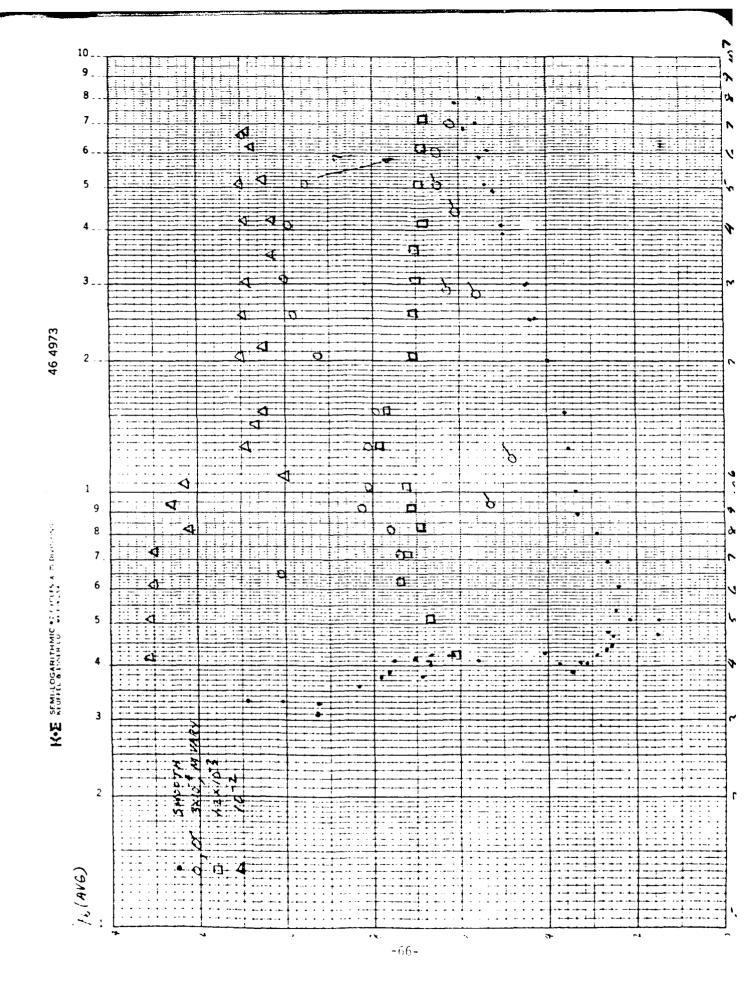
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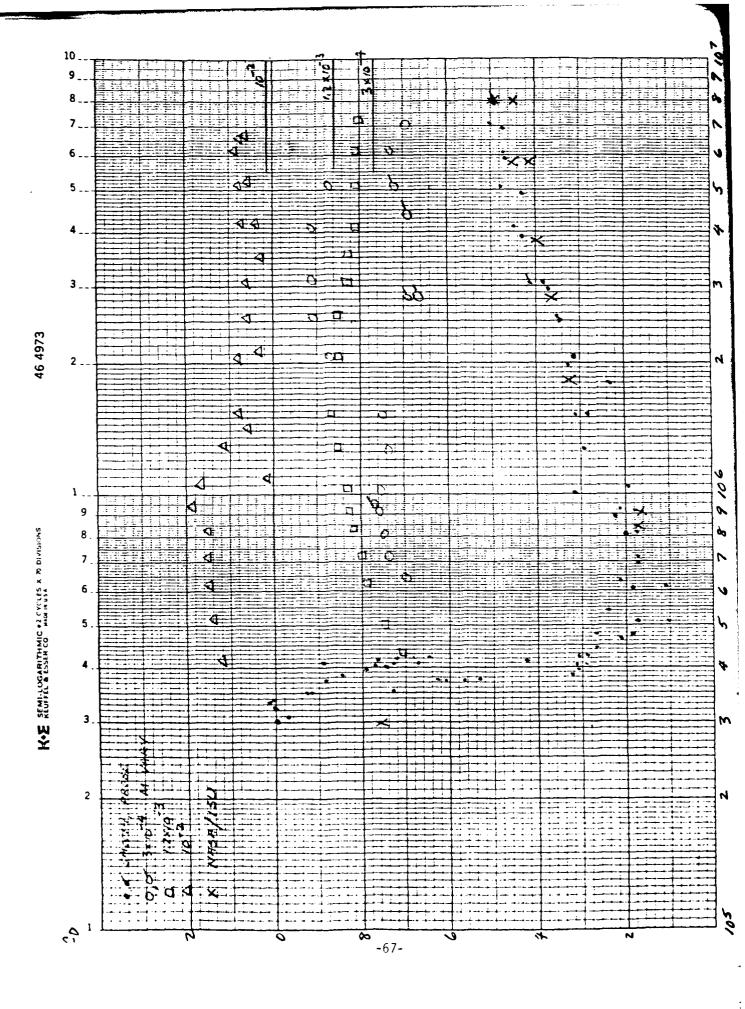


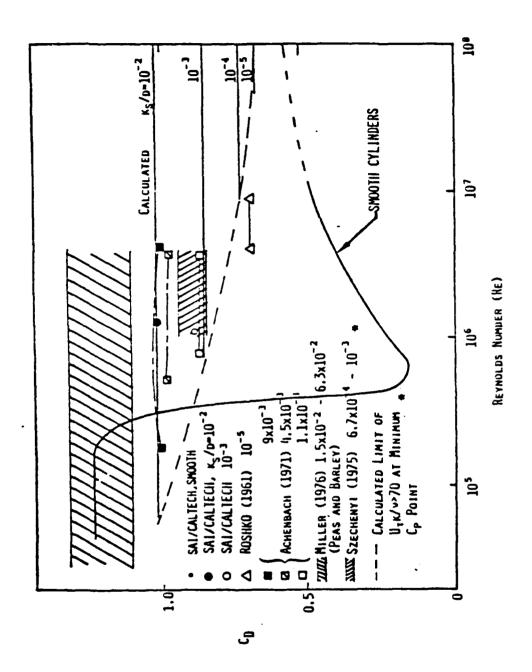
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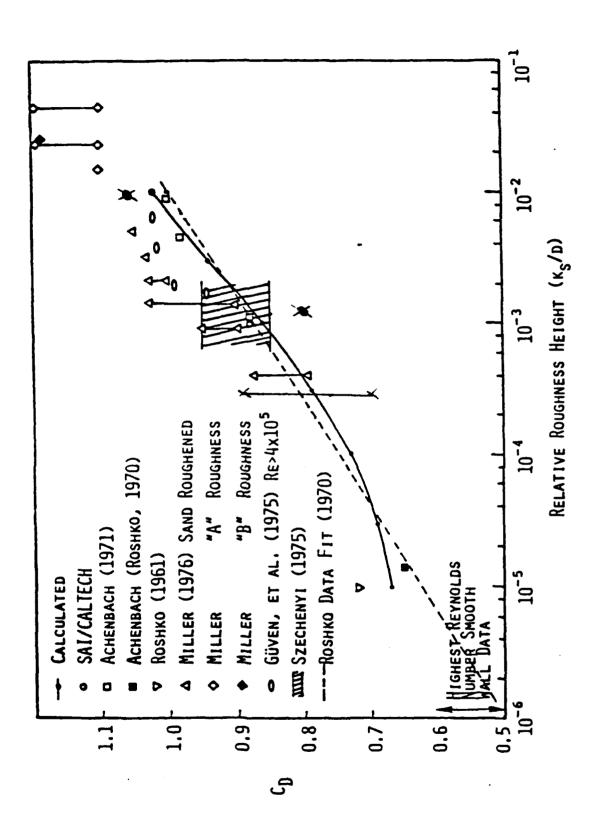




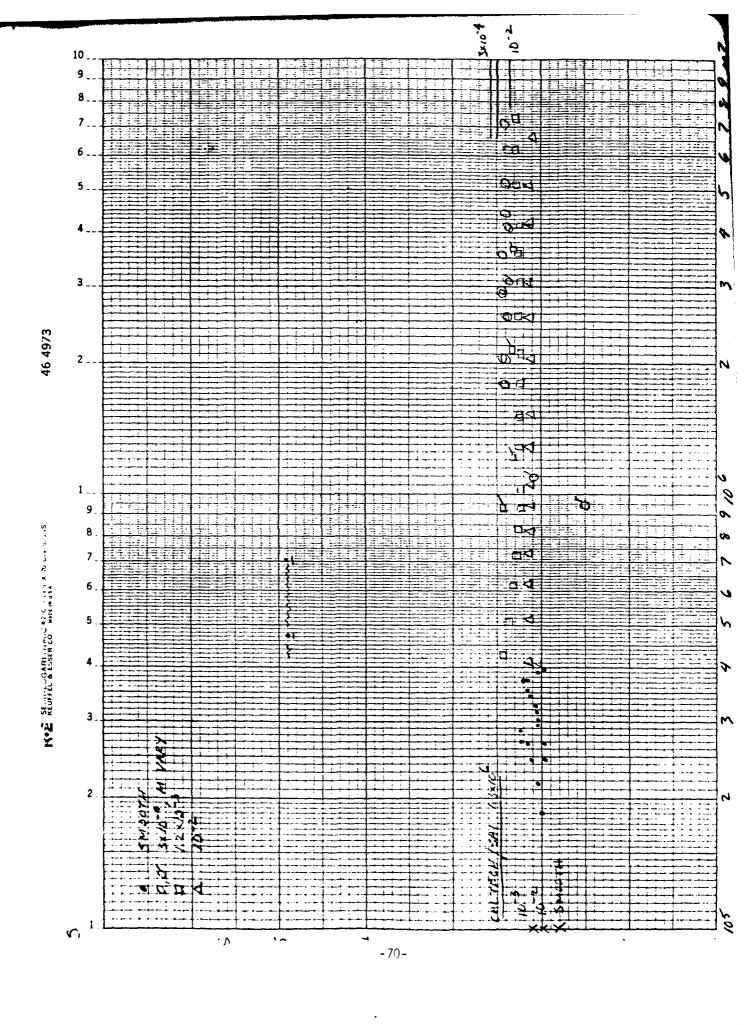




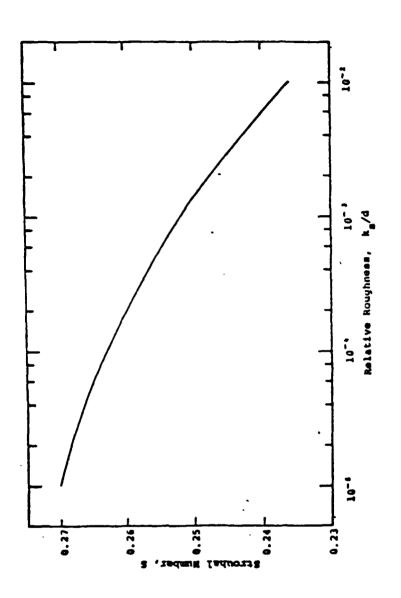




Roughness Effect on Drag Coefficient



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Effects of Relative Roughness on Strouhal Number in Reynolds Numbers Independence Regime

BOUNDARY LAYER ANALYSIS

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DATA: BL RAKE - 4 PITOTS, 1 STATIC DEFINITIONS: $\theta = \sqrt{\frac{4}{4\pi}(l-\frac{4}{4\pi})} \frac{4}{4\gamma}$; $S^* = \sqrt{\frac{4}{4\pi}(l-\frac{4}{4\pi})} \frac{4}{4\gamma}$

VELOCITY PROFILES: $u/n_c = \{(c_{pc} - c_{pc})/(r - c_{pc})\}^{\frac{2}{h}}$ $u+=u/u_0 = \frac{4}{4c}(2/c_0)^{\frac{2}{h}}$ $y+=u/u_0 = \frac{4}{4c}(2/c_0)^{\frac{2}{h}}$

INTEGRAL MOMENTUM RELATION:

do + (2+4) & dus = Co

H= 5 16

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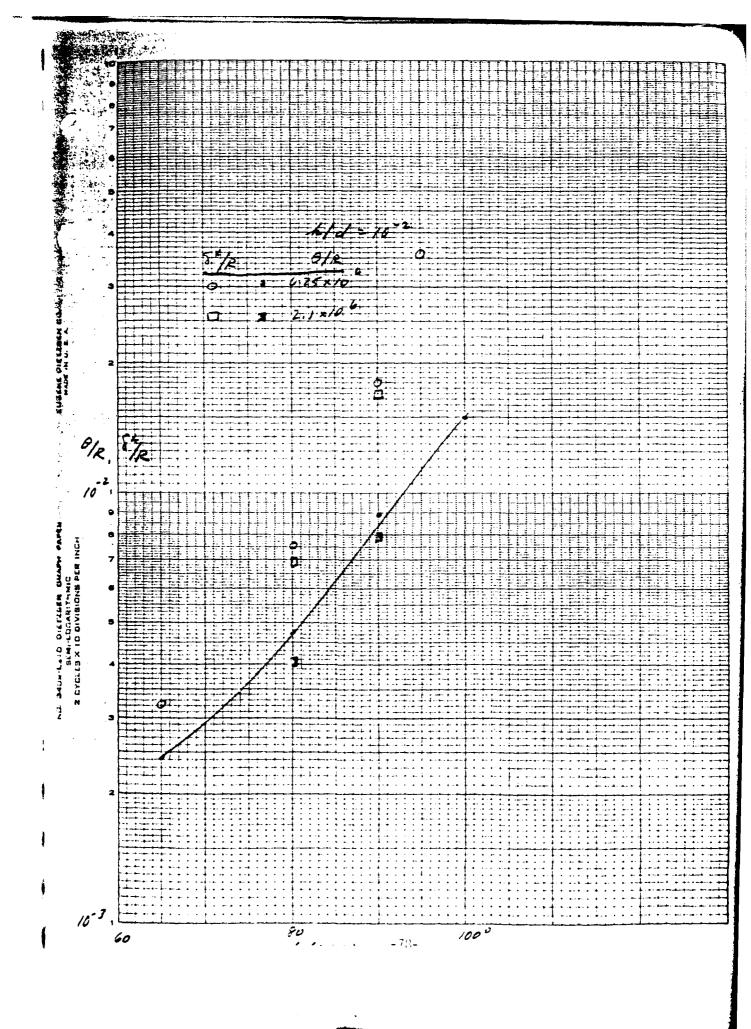
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SOME PRELIMINARY BL DOODLINGS

$c_{\rm F}({ m Re_D})^{1/2}$	24.1 38.8 68.8 87.5
CF/2X10 ³	9.64 12.88 24.88 35.88
S/R	. 822 837 148
6/RX183	3.21 7.59 18.88
0/RX103	2.41 4.75 8.93 15.88
PHI (DEG)	65 98 98 188

Rey = 6.25 × 10 6 1/4 = 10-2

d= 2R = 12.96"

RECOMMENDATION

- STEADY PRESSURE DATA NEEDS FURTHER SCRUTINY
 - BAD POINTS SHOULD BE ELIMINATED FROM INTEGRATED OR AVERAGED RESULTS
 - · FINAL PLOTS WITHOUT BAD POINTS REQUIRED
 - PERFORM DATA ANALYSIS
- NEED A CRITERION BASED ON VORTEX SHEDDING STRENGTH TO DEFINE PRESENCE OF PERIODIC SHEDDING
- · CHECK ACCURACY OF DYNAMIC DATA WITH CORRECTED MEAN DATA: COMPLETE DATA ANALYSIS
- TURBULENT ROUGH WALL BOUNDARY LAYER ANALYSIS WITH PRESSURE GRADIENT:
 - · PROFILE CALCULATIONS
 - BL INTEGRAL PROPERTIES
 - ' SKIN FRICTION
 - · SIMILARITY IDEAS

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